Chicago Daily Tribune

HENRY FOWLER & CO., PUBLISHERS. OFFICE IN THE TRIBUNE BUILDINGS, 53 CLARK STREET, NEXT DOOR SOUTH OF THE POST OFFICE. TERMS—EIGHT DOLLARS PER YEAR.

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CHICAGO DAILY TRIBUNE

RATES OF ADVERTISING—In Advance.

ONE SQUARE—TWELVE LINES.

Advertisements inserted in both editions will be charged extra for additional insertions.

Advertisements of Auctions, Sheriff's Sales, Boats, Lots, Houses, Stores, Groceries, Medicines, Agricultural Implements, Seeds, Trees, Plants, Shrubbery, Boots and Shoes, Hats and Caps, Clothing, Dry Goods, Jewelry, Cabinet and Chair Warerooms, Hardware, Iron, Nails, Glass, Stoves, Tinware, Copperware, Saddlery, Harness, Trunks, Carpets, Oil Cloths, Looking Glasses, Pictures, Musical Instruments, Machinery, Patent Rights, Lumber, Coal, Wood, Hay, Grain, Flour, Provisions, Salt, Fish, Groceries, Liquors, Wines, Cigars, Tobacco, Snuff, Pipes, Canvas, Rope, Oakum, Paints, Oils, Varnishes, Dyestuffs, Drugs, Chemicals, Patent Medicines, Perfumery, Fancy Goods, Toys, Books, Stationery, Printing, Binding, Paper Hangings, Window Shades, Fire and Burglar Proof Safes, Billiard Tables, Bowling Saloons, Gymnasiums, Reading Rooms, Lectures, Concerts, Panoramas, Circuses, Menageries, Theatres, Boarding Houses, Hotels, Saloons, Restaurants, Eating Houses, Groceries, Provisions

DAILY TRIBUNE.

W. W. WYMAN, } EDITORS.
JOHN E. WARD, }

CHICAGO, WEDNESDAY, DECEMBER 15, '63.

☞ W. B. PALMER, the American Merchants' Agent at Liverpool, is authorized to receive subscriptions for the Daily and Weekly Tribune, and to receipt for the same. He will also receive and receipt for all money due this office from subscribers in Great Britain and the Continent. His office is at No. 5 Exchange Buildings, Liverpool.

☞ Weekly Advertisers will be particular to mark on their advertisements the number of insertions desired, and the edition to be inserted in.

Summary of News.

On and Upon Land, the Gov. General of Canada gave the royal assent to 42 bills which had passed both Houses of Parliament. Sixteen were railroad bills, to provide for main trunks and branches, and one to establish a line of steam vessels across the Atlantic. Canada will be in capital condition for annexation to the United States in a few years.

During the gale the other day on the lake, no less than 175 tons of merchandise had to be thrown overboard from the steamer Michigan nearly owned at Green Bay, Wisconsin.

A Convention or Editors and Reporters has just closed its session at Columbia, S. C. A State Press Association was formed.

A gang of no use whatever and contemptible, who had their head-quarters at Mechanicville, Ill., have been routed by the citizens, who caught one of the principals, lynched him wholesomely, and by the confession they extorted from him, were enabled to nab two others on whom they found $800 in counterfeit Ohio paper.

A hard winter is predicted for Minnesota. Supplies are unusually scarce, and burning prairies have swept the products of vast numbers of farms, fences, out-houses, &c., and hundreds of tons of hay, leaving many families in a state of destitution.

The survey for the new ship canal, to unite the Lakes Superior and Michigan, have been completed, and the ground has been found favorable for an easy and speedy construction of the work. The canal will be a fraction less than a mile in length.

We learn from the Quincy Whig that two young daughters of Dr. Marshall, residing in Hill Prairie, Randolph Co., were bitten by a dog supposed to be mad, as they were on their way to school on the morning of the 14th ult.—the dog passed to the house of the parents, and was killed. The usual remedies for the prevention of hydrophobia, were promptly adopted by their father; but with what result is still unknown.

Statistics taken of the Foreign Trade of Virginia compared with that of New York, shows that Virginia has regularly decreased, while New York has increased. Thus the import trade of New York has gradually increased from about $850,000 in 1789, and from $8,000,000 in 1791, to the enormous sum of fifty-seven millions of dollars in 1852! While Virginia has fallen off in her import trade from two and a half millions of dollars in 1791, to $475,000 in 1849—$550,000 in 1852—not a great deal more than the freight of half a dozen ships.

Piers in Cleveland.—A great number of piers are being built in Cleveland, by the different railroads, which will soon be finished.

We learn that a new days since, as the train on the Lake Shore Railroad was just on the other side of Euclid, the mail car was discovered to be on fire, but after some trouble, was extinguished, before it had made much headway. Some few packages containing papers were consumed, but no letters lost.

Henry W. Sayre, of Cheviland, has already realized a handsome fortune from his recently invented Lath Cutting Machine, having sold the patent right to the Eastern and Middle States to a responsible company for $80,000, and he to receive in addition one-fourth of the profits of the company. Mr. Smith still retains the sole right to use the machine in the Western and Southern States. Twenty of the machines will be put in immediate operation in Mahoning.

The Conservatories are hotbeds plenty of amusements. Park Benjamin, Mrs. Bostwick and troupe, Madame Ablamowitz, and Ralph Waldo Emerson, have all, in their respective ways, been adding to the pleasure of the inhabitants of the Queen City.

The Ohio State Agricultural Society met at Columbus on the 8th, and was called to order by the President, Arthur Watts, of Ross. About seventy County Societies were represented. The State Journal says: "The Convention was composed of many of the very best men in the State. It did us good to look at such a body of intelligent, vigorous, and manly appearing tillers of the soil. No other country could boast of so prolific a representation." The report showed a very flattering condition of the Society, for which much credit was given to the Fair at Cleveland, and to the citizens of that city for their liberality in making arrangements for it.—Total receipts for the year are $32,033 594; expenditures, $17,694 18; leaving a balance in the Treasury of $4,339 413.

A Paris exhibit: Inquire from London, inquired "Wanted, 1,000 spirited young milliners for the Gold Diggings," has been as well exhausted at Barnum's Museum in New York, and because so popular, that hundreds of young women made a serious application at that establishment under the impression that Millinery were actually wanted there for California. It was fully demonstrated to the manager could do to convince the ladies of their error.

The N. Carolina Senate restored the Free Suffrage bill, but afterwards reconsidered the vote.

A Railroad communication is resumed between Savannah and Augusta, and is expected to be between Savannah and Macon by Monday.

The voters of Richmond, Virginia, have decided by a majority of 165 in favor of a subscription of $50,000 to the Danville Railroad.

The Damages to the Southern Railroads by freshets have been repaired sufficiently to permit a partial resumption of travel.

We learn that arrangements are now made by which baggage is checked through from Cleveland to Buffalo.

Mr. Dixon will not probably get his seat in the Senate, although the general sentiment is clearly in his favor.

Dashe, Burnet and Wise, father and mother of four children, and desk passengers on board the steamer James Millinger, from St. Louis to Louisville, recently committed suicide.

Governor Magoe and son arrived at Savannah on Monday, on their way to Florida and Havana.

Blaise Schubert, the wife-murder Criminal, executed his crime on the gallows on Friday last at Philadelphia.

The Official vote of Louisiana is, Pierce 5,-256, Scott 4,174. Pierces majority, 1,082.

The Representatives are holding meetings in Albany! This religious Order was founded in 1731, by Alphonsus de Ligneri, originally a lawyer, of a noble family in Naples, afterwards Prince and Bishop, and for his piety and services canonized by the Church. The object of this Order is to instruct youth, to found churches, and to extend religion by means of missions.

A law has passed the Missouri Legislature prohibiting the sale of liquors to slaves, provided the People, by a direct vote, should so decide. The vote was taken at the late election, and the law emphatically sustained.

A locomotive on the Lansing side, burned a hundred gallons of oil, a year, to keep it "grease ful."

☞ The "Free Schools" of New York city cost, annually, the sum of $600,000, which is an average of about $3 a year to each pupil in attendance.

☞ In San Francisco there are thirteen churches, and nine Sunday schools, with an average attendance of one hundred scholars on each.

Galena & Chicago Union R. R. Co.,
Chicago, Dec. 13th, 1853.

Editors of the Tribune:—I notice in this morning's Tribune your remarks relative to the earnings of that road for the past four months, and the estimate you make of the probable profits for the year. Your figures are, in some respects erroneous. You state the cost of 91 miles to Rockford at "less than $1,100,000." The cost of this portion of the road, when fully completed and equipped, and the line from Chicago to Elgin relaid with T rails, will be, according to the Chief Engineer's estimate, about $1,750,000, including depot grounds and buildings at Chicago.

Your estimate of running expenses is about 50½ per cent. of the earnings. The current running expenses for the year ending April 20th, 1853, were 41 3-10 per cent., and we have no reason to suppose they will be less this year.—We consider 55 per cent. a safe estimate for expenses, including depreciation of track, furniture, &c.

The company do not desire that any exaggerated statements of their business or prospects go before the public, but prefer that any estimates made or figures given should be fully sustained by results.

Very Respectfully,
JOHN B. TURNER,
President and Superintendent.

Remarks:—Our statement was based on our knowledge of the cost of the first and second divisions of the road, in their present condition—a part laid with flat and a part T rail, and not with reference to the expense of relaying the track between this city and Elgin, or the cost of the depot property lately purchased, and intended for the use of the whole road, when it shall be completed. We did not estimate the profits of the year at 40 per cent, but stated that the profits of the last four months were at *the rate* of 40 per cent. per year. Of course, we suppose no one would overlook the fact that the months of August, September, October and November embraced the most profitable part of the year's business, and make calculations accordingly. In our estimate of the *operating* expense of the road, we were somewhat in error, but still not enough to change the figures materially.

We will add, in this connection, that it was by no means our purpose to exaggerate the profitable character of the business of the Galena and Chicago U. R. R. We felt highly gratified at the result, as shown by the figures published, and could not let the opportunity pass of holding it up as an illustration of the advantages to be obtained by investing money in the stocks of the various railroads, proposed and in process of construction, connecting our city with the rich prairies which extend for hundreds of miles Northwest, West and Southwest of us. The prosperity of the G. & C. U. R. R. will ever be a source of pleasure to us. We cannot forget that to it we are indebted for the vast system of roads which has been adopted—and, we trust, will soon be completed—in our State. Had not this road been managed judiciously, and met with the success it did, we should not now, we are very confident, have had any Illinois Central or other railroad than the G. & C. U. R. R. Practical results were indisputable, and figures could not lie. They changed the sentiments of Congress about the productive capacity of Illinois, and its adaption to railroads, and at the same time gave to capitalists an unerring assurance that they might invest their means in such works as our prairies with greater profit than in any other part of the United States. Without those figures, Judge Douglas had been powerless in attempting to impress upon Congress the advantage of the grant lands for the Illinois Central Railroad, but with them, his arguments were irresistible. So, also, without them, would we have failed to induce people abroad to believe that our City and State were to become great in the elements of population and wealth, in a very few years; but, with them, the prophesitions were indisputable. So, in the main, indirectly to be sure, enjoy, in the G. & C. U. R. R.; and all of our road will be benefited.

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Business Items.

In our remarks on this subject the other day we observed that the American compared with a European tradesman, labors under a two-fold disadvantage with regard to his household expenditure. While the latter is content that one roof shall cover his abode and his place of business, by which he secures the double advantage of economy, and a constant and more watchful oversight of his affairs, the former is compelled by custom to maintain a separate abode for his family, and the same system, fashion equally strictly enforces on the wife as much a rate of expenditure, as a merchant across the sea would compel his clerks or partners to his interests. In France and Germany, moreover, nearly all classes of society derive an advantage from combination, which, as yet, we are ignorant of. An American must have a larger house than a foreigner, and he must have it exclusively to himself. A house with seven rooms is considered small and hardly comfortable; with nine or ten it may pass; but twelve or fifteen are more generally found in the houses of respectable merchants, whose families, too, are by no means large. But the French and Germans by a system of union, with fewer rooms secure all the advantages of a large house, and at the same time their rent will not amount to more than a third of what an American has to pay.

On the continent across the Atlantic the very wealthy live in princely mansions or splendid hotels, which of course are devoted exclusively to their own use. The merchants and tradesmen, however, also dwell in large, and in many cases, magnificent buildings or private hotels, which are divided into suites of rooms varying in numbers according to the necessity of the tenants; and these buildings are often rooms and conveniences which are used in common by many families. This, of course, greatly lessens the cost of household accommodation; as a building containing every needful arrangement for fifty families, would not cost half the amount of fifty separate dwellings, each containing the same conveniences. By this plan the rent a merchant pays for his family forms but an insignificant item in his expenses. From $150 to $200 per annum in Paris, will secure a more convenient, and more respectable home for a tradesman's family, than from $300 to $500 in most of our eastern cities.

In London, Edinburgh, and Glasgow, also, the people are compelled to adopt a modification of the Parisian plan. In the Scotch capital especially, the best of buildings are carried six or seven stories high, containing on one story, or "flats," as they are there called, as many rooms and all the necessary apartments which a family may require, so that under one roof there are many families, but between them no connection whatever. One of the most interesting objects at the great world's fair, the Crystal Palace of a number of Monument houses in one building, suitable to large and crowded cities, which was built for the occasion by Prince Albert.

Now there can be no doubt but that in a short time the cost of real estate will be as high in Chicago as in the East, and much higher than in most European cities. Equally, too, it is as certain, that should immigration continue to pour into our city as rapidly as for some years it has done, there must remain a great scarcity of habitations. We are aware that our railroads will afford considerable relief by bringing country towns intending dispensation of trade, furniture, &c.

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JOHN B. TURNER,
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Remarks:—Our statement was based on our knowledge of the cost of the first and second divisions of the road, in their present condition—a part laid with flat and a part T rail, and not with reference to the expense of relaying the track between this city and Elgin, or the cost of the depot property lately purchased, and intended for the use of the whole road, when it shall be completed. We did not estimate the profits of the year at 40 per cent, but stated that the profits of the last four months were at *the rate* of 40 per cent. per year. Of course, we suppose no one would overlook the fact that the months of August, September, October and November embraced the most profitable part of the year's business, and make calculations accordingly. In our estimate of the *operating* expense of the road, we were somewhat in error, but still not enough to change the figures materially.

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☞ Rice is the food for a greater number of human beings than any other grain.

The Future of a Halo Universe.—Fifty years ago steamboats were unknown—now there are 5000 afloat on American waters alone. In 1800 there was not a single railroad in the world—now there are 16,000 miles in the United States, and about 24,000 in America and England.—Half a century ago it took some weeks to convey news from Washington to New Orleans—now not as many seconds as it then did weeks. Fifty years ago the most rapid printing press was worked by hand power—now steam prints 20,000 papers an hour on a single press. Now 50,000 papers an hour on a single press. Now a single letter is sent from New Orleans half a dozen times daily, and answered in the same number of hours. The company has been reorganized by the resignation of six of the former board of Directors and the election of six others from Stephenson County, to fill vacancies. The new members are among the most substantial citizens of Stephenson County. D. A. Knowlton, Esq., is placed at the head of the Board of Directors as President, and will devote his time and energies to the prosecution of the work as managing Director, and we think the company peculiarly fortunate in securing the services of one whose energy and perseverance as well as business capacity and responsibility will inspire confidence in the undertaking. The six Directors in Stephenson County have already subscribed forty-five thousand dollars and will increase that amount if necessary, which they are abundantly able to do.

It is expected that the citizens of Carroll County and Jackson County in Iowa will subscribe to the amount of one hundred thousand dollars. Upwards of $333 000 of the one million dollars already have already been obtained, and we have every confidence that by the first of January next, the whole amount required from this end of the route will be made up.

Citizens have long felt the necessity of some other outlet for their surplus products than by the expensive and uncertain medium formerly used by shipping their products to St. Louis by the way of the Mississippi.

We want to see every one of our citizens come forward and subscribe liberally, according to their means, and the road will be built. The payments will be made easy, as they will subscribe with the condition that not more than 25 per cent. will be called for yearly. The road will probably have been finished before the second instalment is due, and will be virtually an extension of the Chicago and Freeport road.

It will run for most of the way through a well settled country, and as productive as any portion of Illinois; and in connection with the Chicago road furnish one of the most direct and shortest routes from the lakes to the Mississippi.

This route is at least 17 miles nearer to the Mississippi than by the Galena Road, and the river is necessarily open to Savanna a larger part of the year than to Galena. It also strikes one of the richest agricultural districts of Iowa. At Savanna there is a natural and safe landing at all stages of water, which is accessible during the entire season of navigation, while rafts of timber and lumber and boats can be moved a short distance above the town in perfect safety.

A great abundance of building material can be obtained, of every variety, and at a small cost. With these natural advantages, and the great extent of fertile and well settled country, which will always remain tributary, it cannot be regarded as visionary to predict a city at Savanna in the course of a few years.

Mt. Carroll is located near the geographical centre of the country, and is a clear and never failing stream of water sweireling in of two sides which at this point affords an excellent water privilege. It is in the midst of a healthy and productive country—abounding in all the essentials of life, which would be readily sought for by agriculturists, and as all sides are

DAILY TRIBUNE.

T. A. STEWART, Commercial and Local Editor.

CHICAGO, WEDNESDAY, DECEMBER 15 '52.

LOCAL MATTERS.

Job Printing.

We would remind our friends, and the public at large, that we are ready to do all kinds of JOB PRINTING at a short notice. Our materials is entirely new, and embraces the latest styles of type.

Orders left at the Counting Room, on the ground floor, and door to the Post office, will be promptly attended to.

☞ We request our friends, as a personal favor, that they will not visit our new Press room at present. Complete order is not yet established, and the crowding of visitors interferes with the business of our Pressmen. In two or three days, both the Hoe's Cylinder and Adams' Press will be in complete running order and at work. The Press room will then be open to public inspection, of which we shall give due notice to our friends.

☞ Mrs. Markham's introductory Lecture on Anatomy and Physiology, was delivered to a large audience last evening, and received with marked approbation. At the close, a class was formed, and the first Lecture will be delivered this afternoon at 1-4 past three o'clock, in the basement of Clark st. Methodist church.

Navigation Closed.—Our River, as far as the ferry, now presents one unbroken surface of ice, and we may consider that navigation has closed, till the genial rays of a summer's sun and a soft southern breeze shall gently melt away stern winter's icy dress. In a few days we shall doubtless have skating to any extent on our waters. We have thus once more bid farewell to the pleasant sight of sailors and steamers proudly coming and going to and from our shores, and again will Water street cease to present such a scene of bustle as it has been wont to do. We have no doubt, however, but that our merchants, as a whole, were never better satisfied with the results of a year's trade than they are with the year just closed. Seldom if ever has Chicago known a more prosperous year than that of 1852. May each successive year add to her increase in numbers, in trade, and in prosperity, till Chicago shall be known as the mighty city of the West.

Sudden.—Early yesterday morning, in an out building, on the corner of State and Harrison streets, a man was found dead, evidently having committed suicide with his pocket handkerchief, which was tied to the latch and fastening of the door. He was found with the handkerchief around his neck, and in a reclining position on the floor, his body twisted considerably so as to make the work of death more sure. He appeared like a laboring man, was comfortably dressed, some of his clothing almost new, and is about 40 years of age. No one in the neighborhood knew him, or remembered ever to have seen him before.

☞ We were never more reminded of our younger days and of the land on which we were reared, than when eating yesterday one of the genuine old-fashioned Pennsylvania *Apple Butter*, which we obtained at the Grocery Store of J. B. Doggett & Co., Clark Street. Those who have been accustomed to enjoy these things, so rare here, will no doubt avail themselves of the opportunity of procuring a supply, and also at the same place smudry other toothsome things which good housekeepers like to have.

The New Odd Fellows' Hall.—We looked into this building yesterday and perceived that it is not far from completion. The corners of the room are gracefully rounded off; it is about fifty-five feet long, by forty-five wide and twenty feet high. When finished the building will be one of the best, for its size, in the city, and doubtless admirably suited for the purpose to which it is designed.

☞ By an advertisement in our paper it will be seen that the Winter Term of Miss Thacher's School commences to morrow. Miss Thacher has been teaching in our city for some years, and with unusual fidelity. Her thoroughness of instruction and discipline, and her ample acquirements, not only in English but in other languages, are well known to many of our citizens.

Her patrons will pardon us if we say that we consider her terms too low. The wealth and prosperity of Chicago should be accompanied with a pride that would not allow of so small an income to a school of this high character.

☞ The boys had flowport yesterday on the River; by this morning, we judge the ice will be an inch and a half or two inches in thickness. The young urchins prosecuted their skating with such a zeal, that it might have been their last chance for the winter.

☞ The Public Market on the West Side is now completed, and we should suppose from present appearance that in a few days it will be opened for public use. The Hall over the market and the auto-rooms are not to be completed until spring. We are glad to observe that great improvements have been made in the planking of the road and side walks around the building. The however is not yet completed, a delay having been occasioned, we understand, by a scarcity of oak planking. We congratulate the citizens of the west side on such an addition to their comforts and conveniences.

Last Trip to Milwaukee.—The steamboat Traveller came to our port on Monday night, and sailed again for Milwaukee yesterday morning. We understand that she returns to lay up in our river for the winter.

Importation of Seamen.—We yesterday had our attention directed to a number of sleighs, just imported by Parker & Boss, 95 to 100 Randolph st., for the purpose of hire. They are exceedingly graceful in their form, and the finish is elegant in the extreme. Some of them have cost between two and three hundred dollars each, and the beauty and comfort will prove a strong temptation to the lovers of sleigh riding.

Christmas and New Years.

We cheerfully insert the following communication from "A Subscriber," and in so doing express the mind of hundreds of employees of our city. Whether the thing is feasible we cannot say, but a suggestion from the Mayor would be more effective than anything else.

To the Editors of the Tribune:—

Christmas and New Year's being generally kept as Holydays, and as these days fall this year on Saturday, it will be difficult to keep them as such unless there be some understanding among the merchants and others as that their employees can make their purchases on Friday. I am sure if our worthy Mayor would recommend this matter the merchants and others would cheerfully comply with it, and if they do so, it will much gratify those in their employ, and, at the same time, be no loss to themselves.

A SUBSCRIBER.

Dr. M'Lane's Liver Pills.—When the proprietor of this invaluable remedy purchased it of the inventor, there was no medicine which deserved the name, for diseases of Liver complaints, notwithstanding the great prevalence of these diseases in the United States. In the South and West particularly, where the medical profession usually confine to the services of a regular physician, some remedy was resorted to at once and effected; and the operation of which, could in no wise prove prejudicial to the constitution. This medicine is supplied by Dr. M'Lane's Liver Pills, as has been proved by many thousands in this country, in which it has been used, not a solitary instance has ever occurred in which its effects have been injurious. The invention of an elaborate and distinguished physician, in the habit of prescribing for the most numerous diseases imposed upon the public by shallow pretenders to the medical art. Experience has now proved, beyond a doubt, that Dr. M'Lane's Pill is the best remedy ever provided for the Liver Complaint.

Let those who suffer from any of the diseases of the Liver, or even from slight indisposition, not hesitate, but apply ask for Dr. M'Lane's Celebrated Liver Pills, and take none else, as there are other Pills purporting to be Liver Pills, offered for sale.

The genuine Pills can be had of some of the Drug Stores in Chicago and from Country Merchants.

Conference.—Notice to Spiritualists.—The Illinois Conference Society of Spiritualists will meet at their Hall in Chicago on New Year's Day, A. D. 1853; and by Divine request we hereby cordially invite all Mediums and Spiritualists in the neighboring towns to meet with us for mutual improvement, and to partake of a Love Feast. None but the friends of our cause will be admitted to the Feast. The Hall will be friendly in every respect, and we have heard that a Feast is prepared to meet the travellers expected. Let every one who is favorable to their forms; and all will be provided for gratuitously. Let our friends be on hand.

ISAAC E. RHOY, Treasurer of Society.

Chicago, Dec 14—3

Ball's Sarsaparilla.—For sale by S. SAWYER.

A Card.

Chicago, Dec. 14th, 1852.

Isa B. Eddy, Esq., Texas's, Chicago:

Dear Sir:—For the benefit of the Faithful, (to whom alone your communication of this morning is addressed,) I would call your attention to a slight error, wherein you name "The Chicago Bank" as your bankby. You doubtless designed this should read otherwise, though the same mistake appears both in the Tribune and Democrat. Please make the proper corrections, that "the Spiritual" may not be misled, and thereby fall among unbelievers.

Very truly yours,

T. H. Bunn, Cash.

[A card.]

Michigan Banks.

The several Banks now in operation in that State, are secured by the pledge of Government and State Stocks, except the State Bank, Monroe Co. Bank, and the Adrian Insurance Co. Bank, which have a Cash Capital, and are managed by gentlemen of wealth and high respectability. The most implicit confidence can be placed in them, thereby furnishing that State with a currency, (as to soundness) second to none in the country.

COMMERCIAL.

CHICAGO MARKET.

Office of the Chicago Daily Tribune, Wednesday Evening, Dec. 15—7 P. M.

The business of the last seven days has been very limited compared with any other part of the season. The closing of the Canal, the several rain and snow storms and the almost impassable state of the roads in the country and city have nearly suspended every description of trade. Of Produce there has not been enough coming forward to fill out dealers, and to test the market beyond the effect of a half demand for local consumption. Hogs, the receipts of which were very large the previous week, have come forward in lots so small, that there were few purchases of the class of the country round, and those were principally for immediate slaughtering needs. Heavy Provisions have moved slowly in the retail trade in the city, without any speculative feeling; and Family goods have been in steady demand for shippers and for winter sales and the stock of the market as follows:

Flour.—Country spring wheat brands, small sales at 64.50 @ 4.62½; do winter do do, 64.75@4.87; extra Michigan and choice Northern Indiana, 64.50@4.75; and City Mills 64.75@ 5.00 at 20c @ 25c per bbl on these rates.

Wheat.—The supply has been unequal to the selling demand, and the market has ruled high. There is also a good deal of confidence on the part of warehouse dealers, and they have sold well ahead for all fair to prime lots. During the week, the range has been high, though winter did not reach the high figure it attained four weeks ago. Spring has ruled, for fair, good, prime, and choice, 90@92c; prime, 92@93c; one or two lots at 95c. Winter ordinary to fair, 90@92c; prime, 93@95c, and prime, 95c.

Corn.—There is considerable demand for old shelled for the mills and now for distillers. The former are paying the 32c @ 33c, for prime lots, and the latter 32@33c. Y'ns of 75 to 80 lbs are in demand for the mills, and sell readily when not swamped to the demand, but an considerably amount could find a market at those prices. Warehouses are not in the market, the small quantity coming forward from the country has not permitting them to enter the market. It is not probable that receipts will be maintained long after the winter fairly sets in and the roads get in a condition to permit free communication with the country.

Oats.—The supply equals the demand for local consumption, and the high prices paid at the close of navigation are sustained. The small lots that come forward by Railroad are readily taken up at 30c @ 32c, the latter rate paid for about the 9 lbs. and they appear unwilling to offer a higher figure.

Rye.—There is a small demand for selling and distillation but there is scarcely any offering on the market. The price is nominal at one cent 9 lb, or 56 lbs @ 56 @ 58c, for good clean lots.

Barley.—Little demand, and none arriving. Brewers appear to be well supplied, and generally wanted by their regular dealers, with every description of malting barley. Prime is nominal at 90c @ 95c per bbl for fine, in lots, and 85@90c at retail.

Provisions.—The amount on hand is sufficient to supply the current wants of consumption the length of the season. The market is steady at 61.50 @ 61.75 for fine, in lots, and 62.00@2.25 at retail. Dairy in casks. Slow for low, and 10@12c at retail.

Groceries.—Sales of Sugar; N. O. in bbls at 5½@6c; 9 bbls W. I. Sold; Clarified, 7@8½; Coffee sugar, 6½; crushed, powdered, patentized and loaf, 9½; Cuba sugar, 7 @ 8; Molasses 9 gallons; W. I., 30@39; S. R., 32; Golden Syrup, 45; Coffee—Rio, 8@9½; O. G. Java, 10@12½ @ 2c.

Fruits.—Green Apples are in store and ready at dealers @ 1 bbl; Dried do, sell freely at 61.25@1.37 ½ per cl; 25 lbs in bbls; a well selected assortment.—Dried peaches come and in demand at 62.25@2.37 ½c; for 25 lbs. Raisins, 61.50 to 1.62 ½ for old and new, according to quality.——Rice Cornmeal, 2½c; Prunes, 10@11c according to quality.

Whiskey.—The high price of grain enables the distillers to operate to Whiskey, and the market is free at 24@25c per gal in for City and country trade, and 22c for Canada.

Hides.—Slaughter has taken place since our last. Green, 5@5½c; Cured, 6½@7c; Calf, 8@9c; Deacons, 25@30c.

Lumber.—The stock on hand for sale is light, and prices are unsettled. Dealers are anxious to sell, except at retail.

NEW YORK MARKET—Dec. 14.

Flour—Receipts to-day 6,000 barrels. Market not active, and prices unchanged. Sales of 5,000 bbls at 64.62½ for State; 64.62½ @ 4.75 for good to fancy do; 64.75@4.87½ for extra State; 64.87½@5.00 for common to good extra Western; 64.87½@5.00 for common to good extra Genesee; 64.87½@5.00 for common to good extra Ohio; 64.87½@5.00 for common to good extra Michigan; 64.87½@5.00 for common to good extra Indiana; 64.87½@5.00 for common to good extra Illinois; 64.87½@5.00 for common to good extra Wisconsin; 64.87½@5.00 for common to good extra Iowa.

Grain—Receipts to-day 6,000 bushels. Market dull and prices unchanged. Sales of 5,000 bushels at 90c for Southern white; 92c for Southern red; 95c for Southern white; 92c for Southern red; 95c for Southern white; 92c for Southern red; 95

TRANSPORTATION.

GREAT NORTHERN ROUTE.

SPRING OF 1853. LAKE TO NEW YORK.

THE Lake Shore and Michigan Southern Railroad Company, and the Northern Railroad Company, have established a Through Line of Passenger Trains between Chicago and New York, connecting at Dunkirk with the Cleveland and Buffalo Railroad, and at Suspension Bridge with the New York and Erie Railroad, and at Rochester with the Rochester and Syracuse Railroad, and at Albany with the Hudson River Railroad, and at Boston with the Boston and Albany Railroad, and the Eastern Railroad, and at Lowell with the Lowell Railroad, and at Nashua with the Nashua and Lowell Railroad, and at Concord with the Concord Railroad, and at Portland with the Portland, Saco and Portsmouth Railroad, and at Bangor with the Penobscot and Kennebec Railroad, and at Augusta with the Androscoggin Railroad, and at Lewiston with the Androscoggin and Kennebec Railroad, and at Brunswick with the Androscoggin Railroad, and at Rockland with the Knox and Lincoln Railroad, and at Belfast with the Belfast and Moosehead Lake